



Newhaven Yacht Squadron

QUARTERLY

Winter 2014

Around French Island Cruise



*Dates to Remember ~ Sailing the Baja Peninsula
Fishing tips ~ Marine Radio Operator training
New London to Newhaven ~ Club News*

www.nys.org.au

Your Committee

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Marina – Kevin Holt, Peter Buitenhuis, Pat Street, Neil Stewart, Kon Cili, Craig Begbie, George Reek, Simon Pollard, Ray Frith

Social – Kon Cili, Jean Dunstan, John Baragwanath

Sailing – Pauline Draper, Alen Garrett, Andrew Purnell, Pat Street, Peter Watson, Ray Frith, Mathew Draper, Craig Begbie

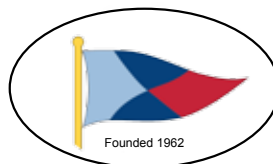
Motor Boats & Angling – Pauline Draper, Andy Chappell, Dave Blakemore, Peter Batty, Kevin Chambers, Terry Sheppard, Alen Garrett

Safety & Training – Florian Andrighetto, Pauline Draper, Alen Garrett, Ray Frith

Magazine – Phil Seymour, Kevin Holt, Bob Sterling, Pauline Draper

The Newhaven Yacht Squadron Inc.

Associations Incorporation Act 1981
Reg No 6155



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LAST DAY TO SUBMIT ARTICLES FOR NEXT ISSUE 1st August 2014

Welcome from the Commodore



By the time you read this article our fabulous club renovation should be completed and the new facility looks fantastic. Even though this was budgeted nearly 2 years ago, the good news is that it has been done within the budget and this is notwithstanding the fact that we have also re-plastered the inside of clubrooms and created a servery as well, which was not in the original plan. It all looks very modern and something we can be very proud of.

It is difficult to mention names because there are so many members who have been involved in this project, from the members of the original working committee and building subcommittees to the present committee and building subcommittee, but I think special congratulations has to go to Kevin Holt who has steered this project from its beginning and Simon Pollard who worked tirelessly next to Kevin. I would also like to give a special thanks to Geoff Daff who carried out the works, he showed great initiative and at all times was thinking on his feet about the best ways to carry out the works.

Winter is now upon us and many members go north to follow the sun, your Commodore included, I will be away June, July and will be back towards the end of August, exploring the Northern Territory, but will be available by email (when there is reception) when and if members and the committee need to contact me. While I am away I am confident that the Club will be in good hands with Kevin Holt, our Vice Commodore, and the rest of our hard working Committee.

Even though it is winter there is still plenty of activity planned. Winter Series races, fishing, social events, etc. so don't hibernate; come and join in the fun. Pauline has worked hard to get all the activities listed so you can plan your activities over the oncoming months. Keep an eye on our website which has lots of informative news.

This year's AGM will be a bit different to previous years; we will be having it on Saturday October 11th at 2.30 pm, then after the AGM we are preparing to have a function to celebrate the official opening of the new club rooms.

I think it is timely to mention the Committee. Your Committee is made up of selfless, hard working volunteers who put a lot of effort into their various capacities and roles to make certain that our club not only functions on a day to day basis but also that the club is in good shape for the future. It is a privilege to be nominated on the board as a committee member but at the same time it is a commitment not to be taken lightly. I am certain that I speak for all of the members of the Committee when I say it is rewarding and a great experience to be involved in the

running of our club but also a great responsibility, particularly when it is understood that these jobs are volunteer positions. So that the committee stays fresh and that all members have a chance to put their stamp on the future of the club, committee positions come available every 2 years, some positions require special skills, but with such a diverse club, we should always have capable members for these important roles. There are a number of Committee positions that are coming up this year, these include the important positions of Vice Commodore, Treasurer and Training officer.

I would be delighted to discuss these positions with suitable candidates, I am also certain that Kevin (Vice Commodore), Cheree (Treasurer) and Florian (Training officer) would be happy to discuss what their roles involve and what they constitute.

Financial: as many members are probably aware we are a very healthy club financially. We are keen to see this continue and with this in mind we are currently studying our position and looking at the best options with regard to our investments. The finance sub-committee are taking it upon themselves to study the best options over the next 6 months. We would also be keen to have any members with expertise in this field to join the finance sub-committee and assist us with this quest; again I would be happy to discuss this further with any member who can assist. We have also applied for some grants which we believe we are in a good position to have awarded.

I would like to wish every member a happy and safe winter wherever you are and I hope you all make the best out of our excellent club, join in and get involved, but most of all - enjoy mucking about in boats.

Best Regards,

Peter Buitenhuis

IMPORTANT NOTICE

NYS ANNUAL GENERAL MEETING 2014
Saturday 11th October at 2.30pm

Please note the change to the usual time for the AGM this year as it is planned is to hold an Official Opening of our new clubhouse facilities straight after the AGM, necessitating bringing the meeting time forward a few hours from its usual slot.

On the Water

with the Rear Commodore

Pauline Draper



THE SUMMER SEEMS to have just disappeared again. Unlike the last couple of years, the weather has claimed a few races with both high wind and lack of wind days. Both of the Single Handed Races were abandoned due to high winds and we lost three sailing days in the dinghy competition. We were able to reschedule one day to make up a couple of races in the Dinghy Series.

Unfortunately, the clubhouse upgrade was not completed in time for our regular Presentation Night so the night had to be held over until the 14th of June. It will be great to have our clubhouse fully functional again for social events, it looks fantastic and I am sure well worth waiting for.

As always our sailing competitions have been hard fought with some really close results. The results are listed below and I would like to congratulate all our sailors on the season. I would also like to congratulate our Division 1 sailors who sailed exceptionally well in the Triangular Series to win and return the Don Manning Trophy to it's rightful home here at Newhaven. Having lost the trophy to Cowes for the last couple of years it is really nice to see these results.

I would like to thank all the volunteers who work hard to make our season successful. We have a fantastic team of volunteers who man the radio room and start boat, provide safety boats for our dinghy sailors and cook BBQs for our dinghy sailors. This year has been a little difficult without the use of the radio room for the second half of the season. We have been setting up an outdoor radio room on the back deck and using our hand held radio for signing on and off

and monitoring the races. The team has coped extremely well in sometimes difficult conditions and always with smiles on their faces.

On the subject of volunteers, if anyone has a little extra time on their hands and would like to get involved in the sailing program we always have room for a few extras on the team. We are in particular on the lookout for another radio operator and also someone to help with our handicapping program Top Yacht. You do not necessarily need to be sailors or have handicapping experience as once the program is set up it is easy to use. Please don't hesitate to give me a call if you are interested or would like some more information.

Next summer we are planning to run a monthly mid-week sailing event, either a race or just a social sail followed by a meal. We did try to schedule one of these events this season but a change in the weather meant we had to abandon our plans. Please keep an eye on the calendar for next year and come along and join in.

It is great to see our new Motor boat and Angling Subcommittee working hard and they have some new ideas and events planned. They ran a very successful Around French Island Cruise, see the report elsewhere in this magazine. Please keep an eye on the website and calendar for future events.

See you on the water

Pauline

SAILING RESULTS

EVENT	1 ST	2 ND	3 RD
DIVISION 1			
Aggregate 6 – 1-03-2014	Genie- A Huther	Fubbs – A Purnell	Twice Five – C Begbie
Aggregate 7 – 22-03-2014	Genie – A Huther	Twice Five – C Begbie	Avocado – G Graham
Resail – 5-04-2014	Twice Five - C Begbie	Fubbs – A Purnell	Circe – R Wilson
Night Race – 12-04-14	Yasawa – c Baker	Twice Five – C Begbie	Laafin – K Cili
Ladies Race – 19-04-14	Twice Five – S Rosser	Joalda – M Jemmeson	Sarie Marias – T Reek
Single Handed Race – 26-04-14	Abandoned due to high winds		
DINGHIES			
Aggregate 3	Lil Vu – C Wilson	Trilby II – A Garrett	
Aggegate 4	Lil Vu – C wilson	Southerly – T Boschma	Trilby II – A Garrett

Dates to Remember

NEWHAVEN YACHT SQUADRON CALENDAR OF EVENTS

DATE	HIGH TIDE	LOW TIDE	EVENT	BRIEF	START	OOD
JUNE 2014						
Sunday 1	1515 - 3.10	0809 - 0.52				
Saturday 7	0613 - 2.52	1148 - 0.99				
Sunday 8	0700 - 2.50	1229 - 1.11				
Monday 9	0754 - 2.49	1315 - 1.23	Queen's Birthday Holiday			
Saturday 14	1316 - 3.06	1848 - 1.22	Committee Meeting			Peter Buitenhuis
Saturday 14			Presentation Night		1800	Pauline Draper
Saturday 21	1841 - 2.96	1200 - 0.79				
Sunday 22	0729 - 2.77	1250 - 0.95				
Saturday 28	1321 - 2.96	1900 - 1.20	VHF Radio Review			
Saturday 28	1321 - 2.96	1900 - 1.20	Winter Series Race 2	1200	1300	Slipstream
Sunday 29	1407 - 3.00	0657 - 0.62	Sailing Sub-Committee Meeting		0900	Pauline Draper
JULY 2014						
Saturday 5	1724 - 2.89	1048 - 0.89	Radio Operators Course		0900	Alen Garrett
Sunday 6	1756 - 2.84	1125 - 0.98				
Saturday 12	1144 - 2.86	1707 - 1.34	Committee Meeting		0900	Peter Buitenhuis
Saturday 12			Half Year Dinner Dance		1830	
Sunday 13	1248 - 3.00	1818 - 1.21				
Saturday 19	1740 - 3.07	1059 - 0.65	Winter Series Race 3	1200	1300	Apricot Free
Sunday 20	1819 - 2.96	1146 - 0.79				
Saturday 26	1155 - 2.72	1728 - 1.31				
Sunday 27	1249 - 2.79	0537 - 0.75				
AUGUST 2014						
Saturday 2	1626 - 2.91	0951 - 0.80	Winter Series Race 4	1200	1300	Avacado
Sunday 3	1656 - 2.88	1027 - 0.85				
Saturday 9	1000 - 2.68	1515 - 1.31	Committee Meeting		0900	Peter Buitenhuis
Sunday 10	1114 - 2.77	1635 - 1.25				
Saturday 16	1634 - 3.08	0956 - 0.55				
Sunday 17	1715 - 3.01	1043 - 0.65				
Saturday 23	1013 - 2.52	1538 - 1.31				
Sunday 24	1115 - 2.54	1648 - 1.29				
Saturday 30	1526 - 2.86	855 - 0.77	Winter Series Race 5	1200	1300	Make My Day
Sunday 31	1557 - 2.86	0931 - 0.78				
SEPTEMBER 2014						
Saturday 6	0821 - 2.63	1343 - 1.15				
Sunday 7	0928 - 2.62	1450 - 1.16				
Saturday 13	1526 - 3.01	0851 - 0.55	Committee Meeting		0900	Peter Buitenhuis
Saturday 13	1526 - 3.01	0851 - 0.55	Winter Series Race 6	1200	1300	Circe
Sunday 14	1607 - 2.97	0939 - 0.60				
Saturday 20	0825 - 2.49	1355 - 1.17				
Sunday 21	0919 - 2.42	1454 - 1.23				
Saturday 27	1420 - 2.75	0757 - 0.83	Aggregate 1	1200	1300	Solitaire
Sunday 28	1456 - 2.78	0834 - 0.80				
OCTOBER 2014						
Saturday 4	0701 - 2.71	1233 - 0.98				
Sunday 5	0854 - 2.64	1427 - 1.00	Daylight Savings Starts			
Saturday 11	1511 - 2.86	0845 - 0.67	Committee Meeting		0900	Peter Buitenhuis
Saturday 11	1511 - 2.86	0845 - 0.67	Annual General Meeting		1430	Peter Buitenhuis

Newhaven Yacht Squadron

HALF YEAR dinner dance

SATURDAY JULY 12, 2014

nibbles and pre-dinner
drinks at 6.30

sit-down dinner at 7.30

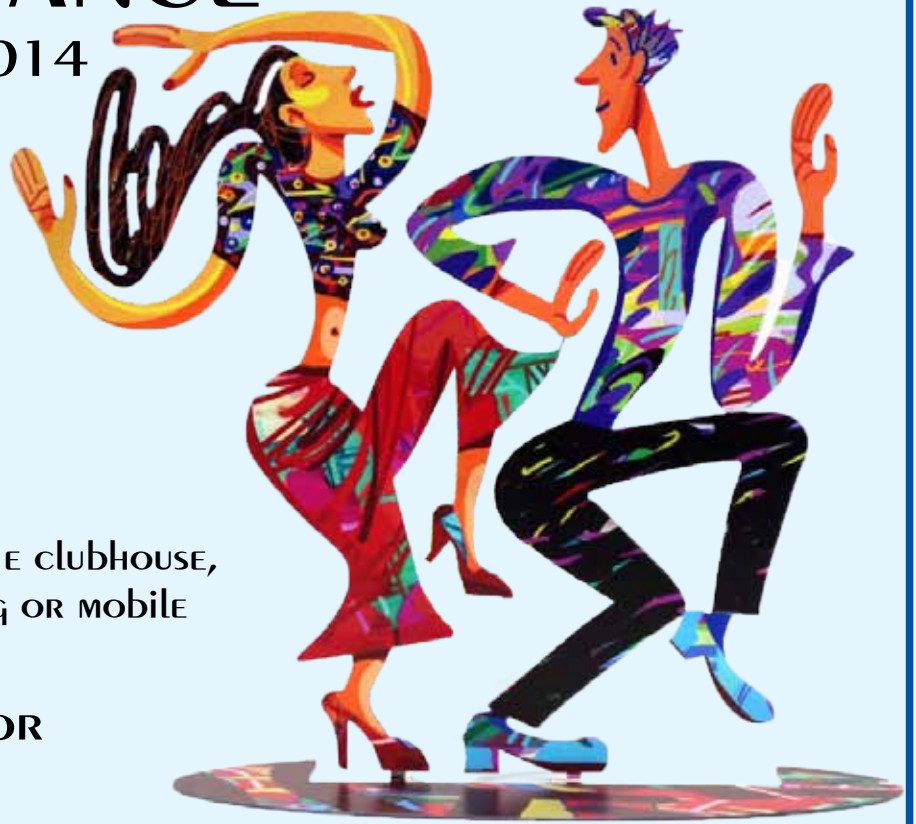
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A FABULOUS NIGHT



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MARINA BERTH WAITING LIST

As at 10-5-2014

NAME	APP DATE	LISTED DATE	6	7.5	8.25	9	9.75	10.5	12
A. HUTHER	4/17/2009	5/18/2009							X
N. WATTS	5/25/2010	6/12/2010		X					
S. JACKSON	6/28/2010	7/10/2010				X	X		
P. DUNSTAN	11/20/2010	12/10/2010	X						
R. HEMMINGS	12/10/2010	12/10/2010		X					
S. FLACK	RELISTED	4/1/2011		X					
D. THOROGOOD	RELISTED	4/1/2011	X						
T. BOSCHMA	4/1/2011	4/1/2011							X
S. BILALIS	6/19/2011	7/19/2011		X					
M. DIXON	7/3/2011	7/9/2011		X					
C. CAMPBELL	11/17/2011	12/19/2011	X						
C. ZAMMIT	12/11/2011	1/14/2012		X					
R. NEWMAN	12/26/2011	1/14/2012		X					
R. EDWARDS	1/14/2012	1/14/2012		X					
P. WELLS	1/8/2012	1/14/2012		X					
G. RUSSELL	1/14/2012	2/14/2012				X	X		
J. SELLERS	RELISTED	5/23/2012		X					
C. GORAL	RELISTED	6/8/2012		X					
R. PARKER	RELISTED	7/31/2012		X	X				
P. YOUNG	RELISTED	7/31/2012		X					
J. CARDAMONE	8/22/2012	10/13/2012		X	X	X			
F. VAN PELT	18/09+/12	10/13/2012		X	X				
G. TAYLOR	11/18/2012	12/12/2012	X	X	X				
T. PATKIN	12/12/2012	12/12/2012							X
D. LOWEY	12/13/2012	1/9/2013	X	X					
P. BENJAMIN	RELISTED	1/25/2013					X		
G. BIGGS	RELISTED	3/30/2013					X		
K. PRATT	RELISTED	4/19/2013					X		
M. ELLIOTT	4/27/2013	5/4/2013		X					
M. DRAPER	5/2/2013	5/4/2013					X	X	X
R. CARSON	RELISTED	5/20/2013	X	X					
C. DIGGINS	5/16/2013	6/8/2013		X	X				
A. DENMAN	RELISTED	6/14/2013	X	X					
D.MAWER	3/3/2013	7/13/2013		X	X				
G.BIRD	4/24/2013	7/13/2013	X	X	X				
G.BOULD	6/22/2013	7/13/2013					X	X	
D.SADLIER	8/24/2013	10/12/2013	X	X	X				
K.GWYNNE	8/31/2013	10/12/2013					X		
M.SANDO	9/24/2013	10/12/2013		X	X				
P.WOOD	10/17/2013	11/9/2013	X						
J.REITER	RELISTED	10/22/2013			X				
A.RIGBY	10/30/2013	11/9/2013							X
A.McLEOD	10/31/2013	11/9/2013	X						
K.WOOLAN	11/10/2013	1/11/2014	X	X					
N.WHITE	11/27/2013	1/11/2014	X	X					
A.O'SHEA	RELISTED	1/11/2014			X				
R.MORGANELLA	12/7/2013	1/11/2014	X	X	X				
J.GROVES	1/11/2014	2/7/2014	X						
A.GLASS	1/13/2014	2/7/2014	X						
A.DEAR	1/12/2014	2/7/2014		X					
J.LEAHY	2/18/2014	3/8/2014	X	X					
P.ELDRED	2/20/2014	3/8/2014			X	X	X		
C.NORTHOVER	RELISTED	3/25/2014	X	X	X				
S.PORTER	4/16/2014			X	X				
G.RICHARDS	4/22/2014				X				
S.BANN	RELISTED	4/22/2014			X				
IAN.HITCHINGS	4/11/2014					X			
C.WARTNABY	RELISTED	4/30/2014		X					

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Email: info@yaringa.com.au

NYS Social Scene

Kon Cili



DEAR MEMBERS,
Firstly I am happy to announce two new members joined the social club committee, they are Jean Dunstan and John Baragwanath. Also as the secretary I had to do the Food Handling course which I successfully completed.

On the social scene not much has happened over the last three months. This is mainly due to the renovations of the club house. Despite this we managed to organise an Easter Saturday fund raising for the Royal Children's Hospital Appeal by running a sausage sizzle and raffle. Over 50 members and their guests with their families and children joined in on that morning. By the end of the three hour event we sold over sixty sausages and over 150 raffle tickets. After all expenses were paid we managed to collect in total \$264.50 for the Royal Children's Hospital. A great outcome. Thank you very much for your support, and a big thank you to all helpers on the day. I hope that we can continue with this fund raising event next year. Due to the renovations we could not have a visit from the Easter Bunny this year, but next year we will try to incorporate the sausage sizzle fund raising and Easter Bunny together.

The next three months will be quite busy on the social scene. By the time you receive this magazine the renovations will be complete. The first trial of the light dinner event after the race event will be over before the printing of the magazine. The second light dinner is planned after the Winter Series race 4 on 2nd August starting at 6.30pm.

Happy hour members and guests are also very welcome. There will be a list pinned on the notice board in the top and bottom club rooms for you to add your names and also on the club website. Your support will determine future continuation of this event. The Trivia night and murder mystery night are still on the agenda so stay tuned.

The most important event will be the half year dinner dance on 12th July. This will incorporate a three course dinner and entertainment will be provided by the superb

band "Bloodless Knives". This event will be smart casual dress code. Please pencil this date in your calendar. For all bookings contact Kon on email social@nys.org.au or kon@laafin.org or mobile 0412 640 465. Hope to see you there.

Finally there is good news for people with laptop computers. My proposal for Wi-Fi at the club was accepted and members will have access to it free of charge. Will let you know when this is to start.

Looking forward to seeing you at the club.

Kon

Receipt for hospital donation

Welcome Aboard



Brendan & Val Ryan

Geoff De Jonge & Joy Rainey

Mike Lockwood

Carmine Laghi & Diana Massignan

Ian & Marilyn Hitchings

*A very warm welcome to all the new members above.
We look forward to seeing you around the Club.*

Come along and join in the activities or just drop into the Clubhouse for a cuppa anytime. We have an informal BYO Happy Hour every Saturday evening from 6pm.

We would love to catch up with you, so please feel free to call in whenever you are about.

UPDATE YOUR DETAILS

Please remember to let us know when you change your address, your 'phone numbers or email address.

Send an email or letter with the new details to the Secretary and we will be able to correctly maintain the Club's records.

Email: secretary@nys.org.au

Mail: The Secretary

PO Box 309

San Remo VIC 3925

Sailing the Baja Peninsula

Cheryle Matthew



WE HAVE CERTAINLY BEEN OUT OF TOUCH with our yacht squadron for the last few years so thought I'd write an article to say G'day and let you all know that we are back sailing. We have had a very rough trot with our personal lives over the last 5 years and our sailing life was put on hold as we took on more important matters with our family. We haven't talked about it much, but our close friends know that we have been caring for our daughter Michele and her three young boys in Bendigo as she fought the battle of her life. Sadly Michele lost her battle with bowel cancer in July 2012, her boys went back to live with their father and we moved back home. We've wandered around a little lost for the last 18 months and I know that I am still meandering with Bruce steering me along and keeping me safe. We are now back on the water once again.

Buying our yacht

We did sail a bit when Shelli was in remission and in 2011 we bought a yacht in Los Angeles, she is a 1985 S&S Tartan 37, she has a full keel which is a 4'6" shallow draft with a centreboard, when the centreboard is down she draws 7'8". With a ballast ratio of 48% she sails well to windward and scoots along nicely downwind with the centreboard up.

Buying a yacht in California involves a lot of red tape regarding sales tax, transfer of titles due to the locals using Mexico's 90 day tax haven law which was a loop hole for local people to avoid paying California's 17% sales tax.

Being an international boat sale we were able to do an "offshore delivery" and legally avoid paying the Californian

Tax. In the off shore delivery, the brokers came out on the yacht with us to a marked buoy that was at the three mile mark, we signed all the paperwork whilst on the boat and took photos of us, the buoy, the brokers and paperwork with LA in the background... Ta da... "off shore" delivery done and dusted and we legally saved thousands of dollars not having to pay the Californian Sales Tax.

As soon as the yacht was ours one of the first things we did was change our boat's name. She was named "USC", the acronym for the local college football team "University of Southern California". How could anyone call a beautiful boat USC? So gone was the name, homage was paid to Neptune and we are sure our newly named yacht "Sea Nymph" thanked us.

San Diego

The first leg of our journey was to sail down the coast of the Baha Peninsula to Ensenada, do some more repairs and make some alterations to have her ready for blue water cruising. On our way down from LA, we stopped in San Diego for two weeks to have her re-rigged, as she still had her original 28-year-old rigging and we knew this couldn't be done easily in Ensenada or La Paz. We found a friendly and experienced rigger who re rigged Sea Nymph for us and put on a new furler, the 20-year-old furler literally fell apart as we were taking down the old rigging.

Berths, or "slips" as the Americans call them are at a premium in San Diego. It was suggested that we contact the local Point Loma Yacht Club and ask if they had any



Cheryle and Bruce aboard Sea Nymph

berths as it was cruising season and they may have some slips available short term. The club secretary was wonderful and asked if we were members of a yacht club in Australia. When we told her we were, she said she would give us a yacht club reciprocal berth for two weeks at the local marina, with access to all amenities. After the Pt. Loma yacht club Saturday races, we went to the club's social hour(s) and met some of the members. We were made most welcome and they pinned our Newhaven Squadron burgee on their wall— the first Australian flag to hang there. They also gave us their burgee to hang at Newhaven when we arrive home.

San Diego to Cabo San Lucas and whales galore!

We had a terrific trip down to Mexico with the almost consistent North Easterly winds that blow down the west coast, the trip down to the Baja (pronounced Ba Ha) is locally named the “Baha Ha Ha”, as it is generally an easy run south but the reverse trip is call “The Baha Bash”, for obvious reasons. Yachties sail down and spend the season in the Baja and Sea of Cortez, often the wives and families catch a plane home leaving the return trip to the skipper and crew that are keen enough to bash into northerlies for a fortnight. Many just leave their yachts in Mexico for years and fly in and out for the sailing season.

We passed the anchorage of Punta Abreojos, which is the entrance to San Ignacio Lagoon. This is the mating ground for grey whales. Private boats are not permitted in the lagoon, but one can catch a ride on a whale watching craft to visit the lagoon. In the deeper waters of the lagoon adult whales are courting and mating or training the yearlings. In the shallower half of the lagoon mothers give birth and suckle their newborn calves.

Needless to say we saw pods of whales almost every day on our journey down the coast and my only worry is that they don't go to sleep in our path at night, so far we've been lucky. However stories of yachts and whale incidents and local myths abound. The local cruising guide calls this area “ground zero” for whales and warns yachties to be on the ready to change course around pods of whales making a bee line for the entrance to the lagoon and to Magdalena Bay. The winds increased and so did the seas so we took shelter for three days in the safety of Mag Bay.

In late November we were three to four days away from our destination at La Paz, but I had to jump ship at Cabo San



Wildlife personnel attempting to pull a stranded whale into deeper water.

Lucas and race home as my mother had become seriously ill. Organising the trip from Carbo was no mean feat. The travel agent in town had closed down and every time I tried to book online they would end up giving me a phone number to ring and the person on the phone didn't speak English. Eventually I waltzed into the large hotel, and as I am a “gringo” it was taken for granted that I was a guest at the hotel. I asked the concierge to make the call for me, she too was very disappointed with the airline, when they booked the flight it was from the wrong town and she had

to do it all over again. More than an hour later I was booked on a flight. This young woman was so helpful I felt guilty for deceiving her, so I told her my true story and gave her a \$20 tip which is about two days wages. We still write to each other on face book. I still had to find my way to the airport which was a two hour drive away. Adriana told me that if I couldn't find a way to get there that she would organise a friend to drive me. Bruce and I have found the Mexican people to be extremely friendly and helpful. Eventually I found the bus terminal and caught a shuttle to La Paz, for the plane to Tijuana, then a “chicken bus” through the back streets of Tijuana to the border and eventually a train to San Diego. From there a train to LA and I was on my way home. Of course my luggage was lost at Sydney airport and

I only had one bag. I left Bruce to take our yacht to La Paz where it would be safe in a marina there, but he had to wait in a nearby anchorage for a berth. Mum passed away the week before Christmas surrounded by those she loved.

A stranded humpback whale

We returned to Mexico five months later after our youngest daughter's wedding in April 2013. We left the Harbour of



...continued next page

La Paz and went out to nearby islands to give Sea Nymph a shake down as she'd been in the marina for 4 ½ months and we had the Pacific Ocean crossing ahead of us. Near the entrance to the harbour we came upon a humpback whale that was stranded on a sand bank with an outgoing tide. The local marine and wildlife officers arrived and sent us all a safe distance away so that they could do their job. They used buckets to throw water on the whale and then tried and tried to drag the poor creature off the sandbank with a tow rope around its tail, dragging it backwards. Time and time again the rope broke. It was horrible to witness, the whale was in such distress, blowing and smashing its tail or fluke and flippers, it moaned and bellowed and I felt ill. Eventually wisdom prevailed and they just kept the magnificent leviathan wet and two hours later he finally floated off with the increasing tide, the wildlife boat followed it three miles out into the Sea of Cortez.

Leaving La Paz for our Pacific departure

We had a gentle sail out to the islands and were blessed to be able to watch a school of manta rays, each about six feet in diameter, just lolling around together next to our yacht, so we dropped sail and drifted around with them. We later saw smaller devil rays jumping about 10-15 feet into the air, it looked as though they were flying. We also had our first glimpse of "Red Tide", an algal bloom commonly found this time of the year in The Gulf of Mexico, although a source of food in the ocean web it can also be harmful when growing out of control.

Shake down finished, we went back to the marina to repair a few problems including the leaking water tank; essential for our Pacific crossing. We left two days later and were told by locals that we would have great difficulty getting out past the La Paz Peninsula as the season for northerlies had finished. Great, wish this local phenomena had been in the cruising guide.

So off we went, ready to tackle any winds and seas necessary to leave La Paz. We had no intention of spending



Red algae near La Paz

another year, despite it being so lovely. We set off and all was well with light southerlies which sadly increased as we reached the peninsula. Our course took us between the peninsula and Cerralvo Island. It was here that the sea turned horrible, we had heard the locals speak of the "buffalo waves", and now we were experiencing them first hand. In shallow water when the strong tidal currents in the Cerralvo channel meet opposing winds, the sea picks up creating 1-2 metre waves that have a short gap between them. We would hit one wave, come down, lose momentum, bury the bow into the next wave which would then go over the bow and stop the boat. We were gaining no further ground so decided to return to the nearest anchorage four hours away and wait until the next day and leave early with favourable tides. We did this the next day with the same result so went back to the bay yet again. The next plan was to sail well out to sea, past the island until we were out of the effect of the tidal currents, and go off the wind so that we could tack down the bottom of the Eastern Baha peninsula. However the grib file showed a north wind heading our way, we were in luck, it was probably the last northerly for the year, we up anchored early the next morning and we were off, third time lucky!

Two days later at the bottom of the peninsula we called into the Marina San Jose Del Cabo which we were warned was expensive. It was also noticeably short of cruising yachts in it's berths. We wanted to top up our fuel tanks, have a shower and use the internet before we left to cross the Pacific. We motored up to the docks and had no problem topping up with diesel. We called the office on the radio and asked if we could pay to tie up for an hour to have a shower and use the internet. "of course that is possible, the cost is US\$50". \$50 for a shower! We said thank you and declined. A hose down in the cockpit was looking pretty good. Whilst Bruce was refuelling, I quickly checked the computer, and bingo!— the fuel dock had Wi-Fi and it wasn't locked, five minutes later all my emails were sent, a few bills paid and we had full water and fuel tanks. Bonus. We were off— look out Pacific, here we come!

Cheryle Matthew on Sea Nymph



Fresh bread baked in our Mag BBQ... who's roughing it?

Around French Island in a Day

Kevin Chambers

SUNDAY MARCH 30 DAWNED bright, sunny and calm— all praise to the Weather Gods, as a nasty little front went through about 2am that morning.

Some twenty plus NYS “Cruise-aders”, to be conveyed in ten boats of all shapes, sizes and age, were waiting for yours truly when I arrived for the briefing just after 8am. With some assistance from Committeeman Andy, we got the briefing out of the way and it was “Cruise-aders start your engines”, (or in one particular case, get your boat off that trailer very quickly, we have a high tide to catch!)

It was a bit of a struggle to herd the fleet, but somewhere circa the top Newhaven light, we got everyone together, except as it turned out Messers “Trailer Boat”, more on that later. (Memo for next trip. Make the top light the assembly point and do a fleet count before proceeding further!)

As navigator it was important for me to concentrate on this task, so it was great to have preloaded the relevant GPS points into the GPS in Andy Chappell’s almost brand new Stacer. “You steer, I navigate”....

So fleet assembled, we headed north west, traversing the Corals, (future fishing mark) and headed for the main shipping channel bouy SW of Tortoise Head. A steady 15 knot clip was maintained and was just right for the cruise and sightsee. This mark was a rendezvous point for another NYS craft and after some confusion, they joined the fleet and we headed up to and entered the Middle Spit Channel. (Where’s the challenge in going up the main shipping channel? That’s for wimps.)

It was about this time our straggler caught up with us, under somewhat unique circumstances. After flattening it to catch up, they were very confused about which group of boats were us or another totally unconnected group of boats. Suddenly, the “connecteds” all took off in a northerly direction up the Middle Spit Channel so it was “That’s them, let’s go”.

I’d done this trip solo a couple of times before and I’d quite forgotten how wide that channel can be, so there was no need to follow the briefing request for single file. This worked well until (a), the channel narrowed and (b), we gently threaded our way between a cluster of boats, including a couple of large fishing charters. So slowly does it and “wave to the nice fishing people”. It’s not nice if you go too fast and they start throwing sinkers at you.

The top end of the Middle Spit channel was safely reached and then the sharpish starboard turn to clear Crawfish Rock safely (and slowly) negotiated, Plan A was a coffee stop here, but the water here is minimum 18 metres, so no anchoring

thank you very much. Plan B was then activated, (as in let’s find some shallower water). A few nautical miles ahead lay the hazard known as Joes Island. Which at high tide, it’s not. Just a couple of ISO danger marks in the water.

Coffee At Joes

So anchors down and we all had “Coffee at Joes”. Andy and I circled the fleet to take a few shots and it was then we discovered we had our wonderful “resident photographer” with us, Frayn on Barry Johnstone’s boat BeeTeeJay. Frayn is a keen photographer and took some great shots on the day.

My one photo that did not come up for printing, (RATS!!), was the vacant stern of Kim Parry’s *Unwinder* He and crew had obviously retired to the saloon for their cuppa and had the photo worked “Unwinder” would have been the “Marie Celeste Ghost Ship” of NYS

It was also at this location that those who had bought a fishing rod or two were invited to enter the Mystery Fishing Comp, with both the species and the prize being a mystery. More on these matters later.

Coffees consumed and photos taken, we headed east across the top of French Island and closing in on the entrance to Boulton Channel, an old navigation bug bit me yet again. In the trips I’ve done in the past I’ve mistaken the last Marine National Park marker up there for the ISO mark at the end of Boulton Channel.

So discussions were instigated between Helm and Nav, with Helm insisting he stay in the deep bits. Andy was right of course, and my binocs soon picked up the mark I was looking for. But yet there is more! Andy has a combined GPS and sounder and naturally he has it mounted where HE can see it clearly. The poor old Nav could not only not see it clearly, but unlike the facing north at all times Navman in my boat, Andy’s points in the direction of travel.

There were times I did not know if we were heading towards Tooradin or Timbuktoo!

But onwards and upwards, or more precisely, to the head of Boulton Channel and the sharp starboard turn to start the run down past Lang Lang. The channel here would only be 50 metres wide at best, so it was definitely single file country. Even more so as the channel narrowed even further and some poor fisherman had to allow for ten boats to pass much closer than otherwise would be the case. (Sorry mate, not enough water either side of you!)

...continued next page

Over The Hump

So single file max speed five or so knots and then on down to the very head of the last remaining “deep” water (5 metres max), before crossing what is known locally as “The Hump”. The trip had gone faster than I had planned and we were actually at The Hump two hours before high tide. I was concerned that the big boats of Colin Willis and Kim Parry would not have enough clearance to get over the Hump. Kim said he would be fine, Colin said we’d have to pull him off if he got stuck. The nicest nav compliment I’ve had in quite while. So I got Andy to motor very quietly up out of the channel and subsequently all present were able to navigate safely over the maximum 1.8m depth.

The Hump is one unique, if not scary, stretch of water. Not because of any hazards although “slowly does it” is essential, but more because that except for the white of the caravans at Lang Lang and the Woolamai hills behind, all about you is very flat and featureless, both on land and water. Nobody fishes up there, far too shallow at high tide and no water at all on most low tides. So in essence you could be anywhere on any estuary on the planet.

So slow ahead until Andy’s GPS/sounder picked up the head of the Lang Lang Channel. From there it’s a steady and deepening run down to French Island’s eastern most point, (Sandy Pt), and then SW towards Corinella.

With The Hump and the narrow Lang Lang Channel safely behind us, lunch stop was called and the fishing comp resumed. Again the flat calm day and much better scenery was enjoyed by all. Colin Willis had hooked a yakka, (slimy mackerel?) and David Tonkin a couple of flathead, so unless anyone else could do better, David and son Tom were looking good. (Yakka’s are only good for snapper bait– sorry Colin, they were never going to qualify!) I caught one also and tried to give it to Col to keep for bait. We are still debating about who let it drop out of our hands, him or me. (I’m writing this Col, so YOU dropped it! Feel free to consult the Editor for “right of reply”)

Lunch completed, it was time for the run home. Down past Corinella and then south back to the top light and home to NYS. Notable on this run, was Kim Parry Unwinding in Unwinder providing Frayn with some great shots of Unwinder, wake surfing.

With boats safely moored up and trailered we all adjourned to the bottom deck at NYS for a few conviviais. With thanks to Mark Heath of Gippsland Wine Company at The Gurdies for the bottles of his fine Cabernet and Sav Blanc. (Call in some time. He is a very good host). No one had a red, so it was duly awarded to David Tonkin for his flathead and the dregs, (3/4 of a bottle of the Sav Blanc) was given to Fran for the great photography.

And thus The NYS “Cruise-aders” were born.

Everyone said how much they enjoyed the day and would be happy to do similar trips. There is at least one other in the wind., but we will probably have to wait for spring and better weather. For those who read this and would like to do it next time, register your interest at chamkev41@gmail.com and I’ll make sure we give you lots of notice.

Until then happy cruising and if you are brave enough in winter, tight lines. I’ll be happy to hear all about it in the comfort of my Man Cave with the wood heater going.

Kevin Chambers



The Pioneer NYS Cruise-aders



Official NYS send-off Committee

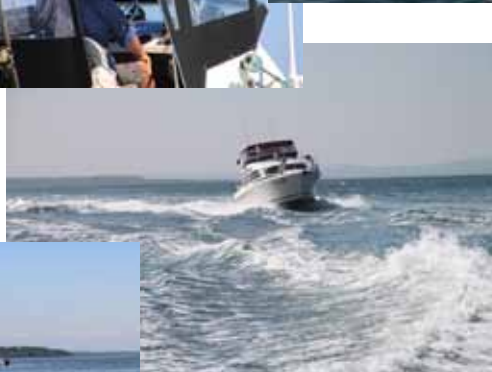


Do we hear strains of “Ride of the Valkyries”?



It’s a hard life, this cruising business

Out on the water – *around French Island*



Photos courtesy of Fran Carroll

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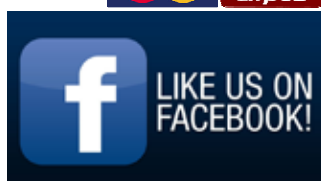
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Around the Club



The Rhyll pontoon from arrival to ready to depart



Easter Saturday fund raiser for Royal Children's Hospital



Craig Baker's mast comes out while Geoff Graham's mast goes in



Twice Five crew have something to celebrate



Our new clubrooms nearing completion, with a view from inside



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BOAT HARBOUR

THANK YOU!

Thank you to everyone who has contributed to the magazine. Without your articles, reports and photos we would have nothing. The Quarterly is your club magazine, and if you have any ideas about what we can do to make it more interesting, or have something to contribute then please contact the Editor.

Some important points to remember when including photos:

As a guide, the file size should be above 2 megabytes for a reasonable print. Anything less results in a tiny picture or a very grainy larger one.

Set your camera to take resolution photos, and when submitting a photo please include information about who or what is in the picture.

The Editor, NYS Quarterly

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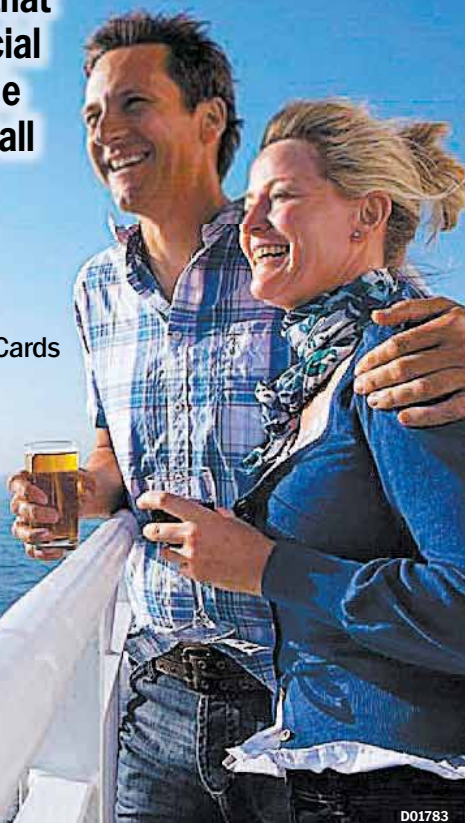


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Motorboat and Angling News

Andy Chappell



THE MOTOR BOAT and Angling Sub-Committee have been busy over the past few months running three events for members:

The French Island Run led ably by Kevin Chambers was a great success and there is an article on this in this magazine. It was good fun and will be held again EARLY NEXT YEAR – stay tuned.

Also we are planning another members cruise for later this year: UP THE GARDINERS CREEK (CHANNEL) !!

More about this in the next edition.

The All Species Fishing Competition was cancelled on the day as there were no starters at all!

Thanks though to Alen who braved the early morn to set things up for us. Bearing this in mind we have decided to focus only on the Year Round Fishing Comp which will run from June this year. The cost to enter (whenever you wish) is \$10 which includes a Brag Mat (measures fish length). If a member is not available when you come in with that big fish you can weigh it yourself and send a photo of the fish on the Brag Mat and email to our new email address: motorboating@nys.org.au – so come and be a part of this!

Please put the \$10 in an envelope with your name, phone number, email address and 'FISHING COMP' on the front and drop in the mail box on the door of the Committee room on the lower floor of the Club House. While you are there have a read of the rules clearly written on the wall near the door. Just ask any Committee member to get a Brag Mat for you from our store.



Pauline offers serious advice

The Fishing Clinic in the marina run by expert fisho Terry Sheppard saw happy members learn some inside tips and then try that out in the marina.

Once again great fun, will be run again later this year, and Peter Battye has written about his experience below:

"Firstly the clinic name (Junior Fishing Clinic) was a misnomer as there were more seniors than juniors.

The day started with us gathering in the club rooms, where Terry shared his knowledge and gave instruction on lures, soft plastics, use of burly (and over use of) and casting. Then it was time to put theory into practice. So we headed for the marina and the practice worked with 4 species of fish caught—flathead, salmon, mullet and travally!

It was a great day—not only did we amateurs learn new fishing techniques but we had a fun day. So keep your eye on the Quarterly for info on the next family fishing clinic. Lastly our thanks to Terry Sheppard for the giving of his time and sharing his knowledge."

Until next time we wish you happy and safe boating.

Cheers,

Andy



Terry Sheppard and Matthew Draper with (inset) proving there ARE fish in the marina!

TERRY'S WINTER FISHING TIPS

STAY IN BED, but if you have to go then the species to target are salmon, trevally, whiting, gummy sharks, pinkie snapper and perchance some squid.

The water in winter is usually not as clear as in summer months due to winter rains. So smellier baits will work better, fish strips with a high oil content like sauri and pilchard, but don't be afraid to spray the bait with WD40 (its made from fish oil!)

Scale down your hook size to 1/0 and keep the baits small. Trevally, whiting and salmon have relatively small mouths, berley always helps but keep the consistency soft. The idea is to stimulate the fish not feed them!

Try small soft plastics and small hard body lures around the shallow banks and keep the retrieve seriously slow, you'll be surprised at how effective this can be.

Try a bit of wrasse fishing on any of the local reefs. Male blue throat wrasse, bled after catching and eaten that night will surprise! The flesh is white, firm and tasty.

My preferred time to fish in winter is from around 3-3:30 till dusk, regardless of tides.

Tight lines till next time,

Terry Sheppard
0408 684 910 or email shop@regalmarine.com.au

YEAR ROUND FISHING COMPETITION WINNERS

Flathead -	Rowan Draper - 1198
Gummy -	Delia Cave 2920
Whiting -	Graham Taylor - 724
Snapper -	Rowan Draper - 3219



Junior Fishing Clinic? What the heck, we are as young as we feel!

Rules for the Newhaven Yacht Squadron Year-round Fishing Competition

The competition will start at 0800hrs on the day after Presentation Night (4 May 2013) and finish at 1500hrs on Presentation Night 2014.

All fish sizes must comply with the Victorian Recreational Fishing Guide 2013 or as amended.

All fish must be free from mud, sand, sinkers or weights and must be weighed on the official squadron scales located in the lower deck. Fish must be weighed in the "as caught" condition except gummy sharks which must be bled and gutted.

The fishing area is unlimited, however fish must be weighed within 24 hours of being caught.

All fish weighed-in must be recorded in the logbook and witnessed by another member of the Newhaven Yacht Squadron.

The cost of entry is a fee of \$5.00 per person, paid at or before the first weigh-in.

There is no limit to the number of species of fish that the competitor may weigh-in. Please enter fish and weight as a record even if it is not the heaviest already weighed.

Prizes will be awarded for the heaviest fish for the year in the following categories.

Australian Salmon
Flathead
Gummy/school shark
King George Whiting
Pike/Snook
Snapper
Trevally
Heaviest Fish Overall
(excluding sharks, wrasse, elephant fish)

Only NYS Members, Junior Members, or family members under 10 years are eligible to enter. Fish weighed-in at other NYS competitions may also be entered.

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NYS “FISHING SPOTS OF THE QUARTER”

“GO NORTH YOUNG MAN”

With the inevitable drop of fishing species (I use salmon for bait!!!) available during winter, this Quarterly’s fishing marks are more cruising than fishing, but it can’t do any harm if anyone is so inclined to drop a line in.

Thus heading north from NYS, to just off the south coast of French Island there is an interesting stretch of water. Firstly in terms of the deep channel that starts up near the French Island barge landing and runs almost around to the start of Tortoise Head Bank and secondly, the deep inverted “V” channel that runs in behind the entire length of Tortoise Head Bank. (Gardeners Channel).

ELIZABETH ISLAND CHANNEL

A good starting point is lat. 28.25.841, long 145.21.886. This is the start of the drop off into the channel and has been productive for snapper and gummies at the right time of the year. The deeper water, (up to 24m), runs back up towards Corinella and heading west it eventually shallows out to circa 10-12metres. There’s a big area to run your sounder over and the north side of the channel has as many boats fishing it as the south. Either tide is quite safe here

GARDENERS CHANNEL

I use just off Bird Rock, 38.25.541 /145 19 314, as a first reference point. Then reset the GPS to the eastern end of Gardners at 38 25 316/ 145 19 314. It’s best to approach this coming up to low tide, as the banks will become quite visible. Use your sounder to stay in the channel and slowly does it or you will hit the banks for sure. (I’ve been in there lots of times and still run out of water quite regularly).

It’s every bit of 10-11 metres all the way through, at the “inverted V” head it’s 18m and a channel known as Blakes runs off it here. You can stooge around in there if you wish, but if the tide does not expose the banks, be prepared for your prop to start “throwing mud”. The sides of the channel go straight down in most places.

If you are just in there for a cruise and want to do the lot, just follow it out past Tortoise Head towards Cowes. It’s best not to turn back towards NYS until you are either just inside or go around the main shipping channel marker between Cowes and Tortoise Head.

If you want to stop and have a fish, you may not have time to do the whole trip, so just reverse your course back the way you came in. But ensure you do your own GPS marks when you get there and whilst you are anchored at the “V”.

If it’s all too hard this winter, wait until spring. That’s coz doing the above with the “NYS Cruise-Aders” is next on the list of cruises plus we’ll go up into Mosquito Channel for a look see. This runs up past the barge landing to the old prison farm. We’ll promptly do a “u-ie” here, coz it’s a blind channel. Old charts have it open at the top, but that’s silted up and is only just navigable at high tide. We will be in there just after a low tide.

Happy cruising / fishing, see you (on the water) in the spring. This old fisho’s bones hate the cold...

Kevin Chambers

The advertisement features a photograph of the Pier 8 store facade. The store has a white background with blue and yellow accents. On the left, a sign reads 'CLOTHING' in large black letters, with 'LADIES', 'MENS', and 'CHILDRENS' listed below in smaller black letters, each preceded by a blue triangle. In the center, a large blue sign with white outline text reads 'PIER 8'. To the right of this, another sign reads 'FISHING TACKLE' and 'WATER SPORTS' in large black letters, with 'BAIT' and 'BARGAIN BOAT BITS' below in smaller black letters. A blue sign with white text displays the phone number '5678 5548'. The store's entrance is visible, with various fishing gear and clothing items displayed outside. A rainbow flag is flying on a pole to the right of the entrance. Below the photograph, a blue banner contains the text 'Proud Sponsor of NYS Fishing Competitions' in white. Underneath this, the address '133 Marine Pde, San Remo 3925' and the contact information 'Phone /Fax: 5678 5548' are listed in white text.

CLOTHING
▲ LADIES ▲ MENS
▲ CHILDRENS

PIER 8

FISHING TACKLE
WATER SPORTS
BAIT
BARGAIN BOAT BITS

5678 5548

Proud Sponsor of NYS Fishing Competitions
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Clubhouse News

Kevin Holt



G'DAY NYS crew. Summer and autumn draw to a close and we are rocketing into another winter already. Where did all that time go! I hope you all had a great season.

As usual there has been a lot going on around the Club with the very obvious building project progressing extremely well and I suspect even finished by the time this edition hits the streets. Also lots of smaller but important projects dealt with.

One of the more visible exercises that has been going on was the attempt we made to assist Bellingham Marine (the people responsible for the construction of the south arm of our marina) with the job of replacing the floating arm on Rhyll Jetty. Marc Carney from Bellingham's approached us for the use of our facilities to assemble the pontoon sections prior to towing then around to the jetty at Rhyll. We in turn got a couple of jobs done on our Marina free of charge whilst their guys were here. We also saw this as an opportunity to assist in the repair of a great community asset that we all make good use of from time to time and have missed since it was destroyed in a storm a few years back. Seemed like a win-win situation that was only going to disrupt our marina for a day or so. But as is often the case, these best laid plans go astray. A broken down tug boat coming from Port Phillip and bad weather setting in as soon as work began meant that the process was delayed. Add on Easter then Anzac long weekends and it really dragged out. My apologies to those put out by this very large pontoon structure being stuck in our Marina for so long. I can assure you that it all started with the best of intentions to assist in this project. My sincere thanks to Alen Garrett and Simon Pollard for their fantastic work in moving vessels around in our marina to make room and both assisting and advising Bellingham's in this project. Also Bob Sterling working behind the scenes with the liaison side of things.

Still on Marina, we are looking at the problems of badly functioning hoses and fittings and will be doing a major replacement exercise on those shortly. Kon Cili has done a survey of what needs to be replaced on both arms and we will act on that soon. We have replaced the aging A-frame re-fuelling signs on both marina arms and will be adding a sign near the North Arm entry gate that refers to the need to use these when refuelling your boats, South Arm already has this. I actually encourage members to read the instructions in our By Laws book on this topic. There are very specific rules governing how you can or cannot re-fuel your boat and they need to be followed – **so please note Section 10 on page 6.**

Also on matters Marina, the decision has been made to NOT supply pressure washers on either arm of the NYS

Marina in the future. These pieces of equipment have proven to be very unreliable, constantly breaking down and needing replacement. The cause – that's up for debate – but in part they are not looked after, are thrown back into the bins causing damage to fittings, switched on to power without water connected etc.. Combine this with increasingly poor manufacture quality and it all leads to failures and the need to replace. It has been pointed out that these pieces of equipment are very rarely supplied at any other marina in the country and at best hoses are all you usually get. All this has led to the decision being made.

A special mention needs to be made of Neville Watts who has been looking after the Casual Berth bookings in the Marina since October and has done a great job of this. Neville needs to move on and concentrate on family matters so sadly we lose him from this position. We wish him well in those endeavours and thank him for his welcome input in this role.

Tag & Test, a reminder that this is an annual requirement that must be done on all electrical leads in use at NYS. Once again we ran a free Tag & Test session at the club to allow members to have their extension leads tested for safe operation and approved for use. Simon Pollard assisted by Pauline Draper and I ran this session and my thanks goes to Simon for his technical expertise and Pauline for her scribing and recording of test details on the day. The turn out of members making use of this service was around the same as the previous year. In some ways pleasing but in another way showing a level of disappointment. There was opportunity to drop off leads in advance for us to test on the day and quite a few took up that option, lots took the time to turn up on the day and only had to wait a few minutes to have the approval done. Many made no attempt at all to comply and take part in this important process. Those who chose not to make use of this free offer have been given time to have their leads checked themselves. Leads found in use that do not to have current dated approval for safe use tags will be disconnected.

We have a new and quieter speed hump on the roadway near the south arm entry gate to stop the constant clunk clunk as vehicles go through that area.

Also a couple of lifting slings and shackle sets have been sourced for use on the yacht cradles in the work yard and on the topic of cradles I am hopeful that the last of those has now been completed. There has been delays at Island Steel due to them being so busy with building projects including our own. It's been a long and drawn out process and my thanks goes once again to George Reek for his great design work and patience.

...continued next page

On to matters “Building”

Wow, what fantastic outcome. By the time you are reading this it should be all but complete. A project that had it's birth almost four years ago. In early July 2011 we invited all NYS Members to join us on a Saturday afternoon to discuss the future needs of NYS in both Building and Marina areas. Around 20 Members took the time to be part of this seeding process and what you see at the clubrooms now is the outcome of the ideas put forward by those people. Not just a bunch of suggestions made by the committee of the time, but a collaborative effort by the general membership. Something I think the people who took the time to get involved in that process can all be very proud of.

These suggestions were put onto a “wish list” a few more meetings of that planning group took place and the outcome passed on to local designer Russell Good of Off Shore Design. The planning group then worked through these designs to refine them down to the final outcome. Costing done and a proposal including plans drawn up by Russell were put to the Membership at the AGM of October 2012. This was given the tick of approval at that meeting and the wheels were set in motion. Applications lodged with the relevant authorities with the assistance and guidance of Russell Good and finally some eight or nine months later we had our approvals.

Work continued during that period sourcing quotes from local builders on the project a special meeting took place to table these quotes and a decision made on the awarding of the contract to the successful builder Geoff Daff. We were now armed with the required information right on the eve of the 2013 AGM. In fact on the very day of that AGM in 2013 we finalised the building contract with Geoff Daff and were able to report to that meeting that the project was about to begin.

Whilst the work was being carried out by Geoff and his team we sought quotes on the external landscaping from three local companies, and that part of the project was more recently contracted to Matt Crooks of Island Landscaping. This part of the work is actually being commenced as I write this article and hopefully the weather will hold off long enough to get the external work completed without too many delays.

This brings to a conclusion a project that in the history of NYS is one of the largest undertaken since it's inception. Equalled, I suggest, only by the major upgrade to the Marina done by that team of fantastically skilled people.

I need to take this time to thank all involved in this process. This is not my work as Vice Commodore but yours, the members who took the time to be part of this project and put in the effort to make it happen. I simply had the privilege of sitting in the big chair at the end of the table and working with you all. Without wanting to single out any one in particular as you have all played your parts, I would like to make special

mention of Simon Pollard who has without a doubt been my right hand and the man on the ground liaising directly with Russell and Geoff on a day-to-day basis. Without his input I am sure the project would not have gone as smoothly as it has. The expertise and input of Bob Sterling on the finer details of contracts etc. has also been highly valued and should be acknowledged.

Well done to you all, thank you for your support. I think we have a fantastic outcome.

If our aim was to leave this place in better shape than we found it then I think it is “mission accomplished”. Enjoy your new facilities.

Kevin

Marine Radio Operators VHF Certificate of Proficiency Training Saturday 5th July 2014

Newhaven Yacht Squadron is arranging training and testing for the Marine Radio Operator's VHF Certificate of Proficiency (MROVCP).

To complete the MROVCP in one day participants will do 'prior learning'. Participants will have to study the Marine VHF Radio Operators Handbook [\$15.50 +postage from AMC] and do the Revision Questions – MROVCP from the AMC website. On the day, the morning session will go over and reinforce this 'prior learning' and the exam will be held late in the day.

The cost of the course will be about \$150 this will include the Examination/Application fee charged by AMC and a mid day meal. The exact costing and other details are still being worked on.

The one day course, including the exam will be at Newhaven Yacht Squadron on Saturday 5th July 2014 starting at 9 AM.

This information is in response to the notice placed in the last Quarterly. Hopefully you let me know your interest and have started the 'prior learning' after enrolling in the course.

Alen Garrett.

TIDES FOR WESTERN PORT (Stony Point)

For Newhaven – Subtract 30minutes for AEST – Add 30 minutes for Daylight Saving Time

JUNE – 2014

Time	m	Time	m
1 0246 2.65		16 0225 2.75	
0839 0.52		0817 0.35	
SU 1545 3.10		MO 1532 3.23	
2127 1.02		2107 0.96	
2 0327 2.66		17 0321 2.81	
0920 0.56		0911 0.35	
MO 1621 3.07		TU 1620 3.24	
2205 0.99		2157 0.84	
3 0405 2.65		18 0415 2.84	
0958 0.62		1002 0.40	
TU 1654 3.03		WE 1705 3.21	
2240 0.98		2245 0.74	
4 0444 2.63		19 0511 2.85	
1033 0.70		1052 0.49	
WE 1724 2.97		TH 1748 3.15	
2313 0.97		2332 0.66	
5 0521 2.60		20 0606 2.84	
1108 0.79		1142 0.63	
TH 1754 2.91		FR 1830 3.06	
2345 0.95		●	
6 0600 2.56		21 0019 0.61	
1143 0.88		0702 2.81	
FR 1825 2.85		SA 1230 0.79	
●		1911 2.96	
7 0018 0.94		22 0105 0.59	
0643 2.52		0759 2.77	
SA 1218 0.99		SU 1320 0.95	
1857 2.78		1953 2.85	
8 0054 0.92		23 0153 0.59	
0730 2.50		0857 2.74	
SU 1259 1.11		MO 1414 1.10	
1933 2.70		2040 2.74	
9 0132 0.89		24 0244 0.61	
0824 2.49		0958 2.74	
MO 1345 1.23		TU 1514 1.22	
2015 2.63		2133 2.64	
10 0218 0.85		25 0340 0.63	
0926 2.53		1100 2.77	
TU 1442 1.33		WE 1619 1.29	
2107 2.56		2233 2.56	
11 0313 0.80		26 0440 0.65	
1033 2.62		1201 2.82	
WE 1549 1.40		TH 1728 1.31	
2208 2.53		2336 2.52	
12 0415 0.72		27 0540 0.64	
1142 2.75		1259 2.89	
TH 1703 1.40		FR 1832 1.27	
2315 2.54		●	
13 0520 0.62		28 0036 2.52	
1247 2.91		0636 0.63	
FR 1815 1.33		SA 1351 2.96	
○		1930 1.20	
14 0023 2.59		29 0130 2.55	
0623 0.50		0727 0.62	
SA 1346 3.06		SU 1437 3.00	
1918 1.22		2019 1.13	
15 0126 2.67		30 0218 2.58	
0722 0.41		0813 0.63	
SU 1442 3.17		MO 1517 3.02	
2015 1.09		2101 1.07	

JULY – 2014

Time	m	Time	m
1 0302 2.61		16 0310 2.86	
0854 0.66		0856 0.39	
TU 1553 3.02		WE 1600 3.21	
2139 1.01		2139 0.69	
2 0343 2.63		17 0409 2.92	
0932 0.70		0949 0.44	
WE 1626 3.00		TH 1645 3.20	
2214 0.96		2229 0.56	
3 0422 2.64		18 0504 2.95	
1008 0.76		1040 0.53	
TH 1656 2.97		FR 1729 3.15	
2246 0.91		2315 0.47	
4 0501 2.64		19 0559 2.94	
1043 0.82		1129 0.65	
FR 1725 2.93		SA 1810 3.07	
2319 0.86		●	
5 0541 2.63		20 0000 0.43	
1118 0.89		0651 2.90	
SA 1754 2.89		SU 1216 0.79	
● 2352 0.82		1849 2.96	
6 0622 2.62		21 0045 0.44	
1155 0.98		0743 2.83	
SU 1826 2.84		MO 1303 0.94	
		1929 2.84	
7 0026 0.78		22 0130 0.50	
0707 2.60		0835 2.76	
MO 1234 1.07		TU 1351 1.09	
1900 2.77		2011 2.71	
8 0101 0.74		23 0215 0.57	
0757 2.60		0929 2.70	
TU 1317 1.18		WE 1444 1.21	
1939 2.69		2059 2.59	
9 0144 0.70		24 0307 0.65	
0852 2.61		1026 2.67	
WE 1408 1.28		TH 1543 1.30	
2026 2.63		2154 2.49	
10 0233 0.66		25 0404 0.72	
0956 2.66		1126 2.68	
TH 1508 1.36		FR 1650 1.34	
2124 2.57		2258 2.42	
11 0332 0.62		26 0506 0.75	
1104 2.74		1225 2.72	
FR 1620 1.39		SA 1758 1.31	
2233 2.55			
12 0442 0.56		27 0002 2.42	
1214 2.86		0607 0.75	
SA 1737 1.34		SU 1319 2.79	
○ 2348 2.59		● 1858 1.23	
13 0552 0.49		28 0102 2.46	
1318 3.00		0701 0.73	
SU 1848 1.21		MO 1407 2.86	
		1950 1.14	
14 0100 2.67		29 0155 2.53	
0659 0.42		0749 0.72	
MO 1417 3.11		TU 1448 2.91	
1951 1.04		2033 1.04	
15 0207 2.77		30 0242 2.60	
0800 0.38		0832 0.72	
TU 1511 3.18		WE 1524 2.93	
2047 0.86		2111 0.95	
31 0324 2.65			
0910 0.74			
TH 1557 2.94			
2145 0.86			

AUGUST – 2014

Time	m	Time	m
1 0403 2.69		16 0453 3.04	
0945 0.77		1026 0.55	
FR 1627 2.93		SA 1704 3.08	
2218 0.78		2253 0.30	
2 0442 2.71		17 0544 3.02	
1021 0.80		1113 0.65	
SA 1656 2.91		SU 1745 3.01	
2251 0.71		● 2337 0.30	
3 0521 2.72		18 0631 2.95	
1057 0.85		1158 0.77	
SU 1726 2.88		MO 1823 2.90	
2325 0.66			
4 0601 2.72		19 0019 0.36	
1134 0.92		0717 2.85	
MO 1757 2.83		TU 1241 0.90	
● 2359 0.62		1900 2.78	
5 0644 2.70		20 0101 0.46	
1213 1.00		0804 2.73	
TU 1830 2.77		WE 1324 1.03	
		1940 2.64	
6 0034 0.59		21 0144 0.58	
0730 2.67		0852 2.63	
WE 1254 1.10		TH 1411 1.16	
1908 2.70		2023 2.51	
7 0115 0.57		22 0231 0.71	
0822 2.65		0945 2.55	
TH 1340 1.20		FR 1504 1.26	
1953 2.63		2115 2.39	
8 0201 0.56		23 0327 0.81	
0922 2.65		1043 2.52	
FR 1436 1.27		SA 1608 1.31	
2051 2.57		2220 2.32	
9 0300 0.57		24 0431 0.88	
1030 2.68		1145 2.54	
SA 1545 1.31		SU 1718 1.29	
2204 2.54		2331 2.33	
10 0412 0.57		25 0538 0.88	
1142 2.77		1242 2.61	
SU 1705 1.25		MO 1823 1.20	
2326 2.58			
11 0530 0.53		26 0037 2.40	
1249 2.89		0637 0.85	
MO 1822 1.09		TU 1330 2.69	
○		● 1916 1.07	
12 0045 2.68		27 0133 2.51	
0642 0.48		0728 0.81	
TU 1351 3.01		WE 1414 2.77	
1929 0.88		2000 0.94	
13 0157 2.82		28 0222 2.63	
0745 0.44		0811 0.78	
WE 1446 3.09		TH 1451 2.82	
2027 0.67		2039 0.82	
14 0300 2.94		29 0305 2.72	
0844 0.44		0849 0.77	
TH 1537 3.13		FR 1525 2.85	
2118 0.49		2114 0.71	
15 0400 3.02		30 0345 2.78	
0936 0.48		0925 0.77	
FR 1622 3.13		SA 1556 2.86	
2207 0.36		2148 0.62	
31 0423 2.82			
1001 0.78			
SU 1627 2.86			
2223 0.55			

SEPTEMBER – 2014

Time	m	Time	m
1 0501 2.84		16 0605 2.97	
1038 0.81		1135 0.75	
MO 1659 2.83		TU 1753 2.81	
2258 0.50		● 2349 0.36	
2 0541 2.82		17 0646 2.85	
1115 0.86		1215 0.86	
TU 1731 2.79		WE 1830 2.69	
● 2333 0.49			
3 0622 2.79		18 0030 0.49	
1154 0.94		0727 2.72	
WE 1806 2.73		TH 1255 0.97	
		1908 2.56	
4 0010 0.49		19 0109 0.64	
0706 2.73		0808 2.59	
TH 1234 1.02		FR 1337 1.08	
1845 2.66		1949 2.43	
5 0050 0.50		20 0153 0.79	
0755 2.67		0855 2.49	
FR 1318 1.10		SA 1425 1.17	
1930 2.59		2040 2.32	
6 0137 0.54		21 0245 0.92	
0851 2.63		0949 2.42	
SA 1413 1.15		SU 1524 1.23	
2031 2.53		2145 2.26	
7 0236 0.60		22 0350 1.01	
0958 2.62		1050 2.40	
SU 1520 1.16		MO 1633 1.21	
2149 2.51		2301 2.28	
8 0349 0.65		23 0503 1.04	
1109 2.67		1152 2.44	
MO 1641 1.08		TU 1740 1.12	
2315 2.58			
9 0512 0.65		24 0012 2.39	
1219 2.77		0608 1.00	
TU 1759 0.90		WE 1245 2.52	
○		● 1835 0.98	
10 0037 2.72		25 0110 2.54	
0628 0.61		0701 0.94	
WE 1323 2.88		TH 1332 2.62	
1906 0.68		1922 0.82	
11 0148 2.89		26 0200 2.70	
0733 0.56		0747 0.88	
TH 1419 2.97		FR 1414 2.70	
2003 0.47		2002 0.68	
12 0250 3.03		27 0244 2.83	
0830 0.54		0827 0.83	
FR 1510 3.01		SA 1450 2.75	
2055 0.32		2040 0.56	
13 0345 3.11		28 0325 2.91	
0921 0.55		0904 0.80	
SA 1556 3.01		SU 1526 2.78	
2142 0.23		2116 0.47	
14 0436 3.11		29 0404 2.96	
1009 0.60		0943 0.79	
SU 1637 2.97		MO 1600 2.79	
2227 0.21		2154 0.41	
15 0522 3.06		30 0443 2.97	
1053 0.66		1020 0.79	
MO 1715 2.90		TU 1634 2.77	
2309 0.26		2231 0.38	

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Bureau of Meteorology

National Tidal Centre

Height datum is Lowest Astronomical Tide

When daylight saving time is in force, add one hour to times

Moon Symbols

● New Moon

◐ First Quarter

○ Full Moon

◑ Last Quarter

CAPRICCIO and HARMONY *New London to Newhaven*

Boxing Day Thursday 26th December 2013

Our two day Christmas stop over at Oriental had been most enjoyable. The weather had been kind after the extremes up north and with the, almost, traditional dinner on board (thanks to Jackie and Glenn) it felt like a real Christmas.



Early departure for Beaufort, only 21 miles but wanted to arrive in time to spend an afternoon looking around the historic town. Not disappointed, very quaint. The only downside to the day was the fact that we had used the public berth and with not a lot of water, we found both boats had found the bottom on our return. Not to worry, we crawled into bed and awoke with both boats floating free and an early departure for Surf City.

We are now 260 miles into the ICW, so far, so good but lots of shallow water. Arrived at Surf City @ 1630 and found one marina with insufficient depth and the other one had gone into receivership and was closed. The water depth, however, was suitable in the marina basin but space very limited. Both boats happily at anchor and crew ashore for a look around the town.

Attempted a very early departure in darkness but due to a rope getting caught around the prop shaft (cause: poor communication from captain) we retired to the local diner for breakfast and to consider the options. The thought of spending half an hour in the water was not very appealing as we had been slipping on the ice as we walked up the marina to the diner.

Surf City, as the name suggests, is a major surfing centre and had a couple of very good surf shops. After a visit and a chat we came away with a wet suit, boots and gloves and within an hour the rope had been removed and all was well. By this time the sun was out and both crews spent a pleasant day wandering around town. Glenn took the dinghy to town in the evening, as young blokes are inclined to do, and returned later that evening. In the morning, about 6.00am, we awoke to find the dinghy missing. (cause: poor attachment by crew) Assuming that the current had taken it down stream, we went searching and returned without the dinghy.

By now it was after 7.00am and with better light Glenn and Florian took off in Florian's dinghy. After a short time they returned with the wayward dinghy in tow, much to the relief of the grumpy skipper who had resolved himself to the fact that a new dinghy and out board were on the shopping list. The dinghy had wedged itself under the fisherman's jetty and was hard to see in the early morning light. All was now well except the weather had turned foul, with 30 knt. winds and driving rain. Another quiet day in Surf City with a good book looked good. Finally, the next morning, we managed to leave Surf City for Wrightsville (ICW 283 miles)

Due to all the excitement over the previous few days, Jackie requested that we have an uneventful day, and we all agreed to the plan. Unfortunately, Florian's crew, Peter, who is a little hard of hearing, must not have been listening to our well devised plan as, while on the helm of Harmony, he decided to take the boat on the wrong side of a channel marker and ended up on a sand bar, leaving a certain skipper less than impressed. Several attempts were made to pull Harmony off the bar, but in the end we decided one boat on the bar was better than two, so Capriccio dropped the pick to wait for the rising tide. Soon the tow boat arrived— they must sit on the radio all day listening for vessels in peril. Fortunately, both Florian and I had taken out tow insurance as we had been warned of the very shallow conditions in the ICW and the very expensive charges made by the tow boat operators. (vultures of the ICW.)

Evening of Monday 30th December

Arrived at Wrightsville harbour, very impressive with marinas and more expensive boats than you can point a stick at. Anchored in the quiet bay and both boats and crew jumped into the dinghy's and walked into town. For once it was a mild evening and many residents were out jogging. Not something that you see too often in the US of A. In order to get into the sporting mode, Florian decided to go for a dip as he was climbing back into his dinghy, but as he still had his phone in his pocket, I don't think the dip was voluntary.

After a very peaceful night at anchor and an early start, we made for Southport, only 26 miles but we were keen to visit the Southport Maritime museum and wanted to arrive with enough time to do so.

Just north of Southport, the ICW enters the Cape Fear River, a large river system that goes all the way up to Wilmington. With an outgoing tide of over 5 knts we came down the river at a speed over the ground of 11.4 knts. On our arrival at Southport Marina we were fortunate to get a new year bonus. All marina staff had taken two days off for New Year and the office





was closed. Asked one of the berth holders what to do and he said, tie up to the fuel berth, take my card for the showers and laundry and leave before Thursday morning. At about \$80 a night we didn't argue. Florian, Glenn and I walked up to the Maritime Museum, found it to be excellent and covered much of the actions during the wars of independence and civil war. Jackie not being a museum person, stopped back to do the washing. While doing the washing she noticed Florian's crew Peter, loading all his gear into a car. He told Jackie that things were not working out with Florian and that he was going home. He left without saying goodbye which was very strange. I think Florian is somewhat relieved as there had been some tension, especially after the sand bar issue.

New Years Eve was a dinner at the Fishy Fishy Restaurant. We expected them to remain open for the New Year but they closed at about half eight and the whole town was quiet. Glenn was probably a bit disappointed but we were happy to have an early night.

Wednesday 1st January

Departed Southport for the two day trip to Georgetown, South Carolina. The waterway passed through mile after mile of huge palatial homes, all with their own jetties and lifting boat docks. Many have gazebo type structures built at the end of the jetty to enjoy a barbeque or cocktails or perhaps meet their friends when they pull up in their 60 foot cruisers. We navigated through many shallow sections of the canal and arrived at Bare Foot Landing, Myrtle Beach. This is apparently the golf capital of America, an amazing place with expensive homes and huge golf complexes. It turned out to be one of the best places we have seen for restaurants and bars. Glenn was sorry that we had not spent New Year at this spot rather than Southport. The old guy running the Barefoot Landing Marina gave us the heads up on the best feed in town, a big plate of ribs for seven bucks, we headed up there and he wasn't wrong.

Early departure for the passage to Georgetown,



terrible weather, cold, drizzle and poor visibility. Arrived Georgetown in the afternoon, another bonus, a public dock right in the middle of town with enough room for two boats. Secure at the berth and up to town, Looked through the maritime museum and did a bit of shopping. Another early morning, with ice on the dock. Glenn passed Florian his bow line, it was in the shape of a coil and remained that way as it was frozen solid. On these cold mornings the ritual is: cast off, cup of hot coffee and a big bowl of porridge, works every time.

The next destination Charleston, about 65 miles, and as we were unlikely to make it in daylight hours we selected an anchorage twelve miles north of Charleston. Great little anchorage up a creek, had sundowners in the cockpit with an amazing sunset but temp dropped to -2 overnight. (The novelty of ice on the deck in the morning is wearing off.) Bonus that night, we found a television station called ME TV (Memorable Television) It has only old shows from the 60's 70's & 80's Watched an episode of Perry Mason from the 80's while we were all cuddled up under a blanket.

Saturday 4th January

Arrival at the City Marina in Charleston. If we thought the boats at Wrightville were flash, when we arrived at the Charleston Marina we felt like the poor cousins amongst the super yachts along the jetty. Spent the day walking around this wonderful old city, the markets and the shady streets with horse drawn carriages making their way down streets lined with old southern mansions.

Sunday morning, very sociable, met lots of cruising sailors on the dock, all heading south to escape the winter cold. Made good use of the Marina's courtesy bus and spent the rest of the morning shopping at West Marine (our new most favourite shop, a bit like Whitworths on steroids) Back on the boat for lunch and then off to the Charleston Yacht Club for a most enjoyable afternoon drinking with the locals, so enjoyable in fact that it was dark for the walk back to the boat. Southern hospitality is definitely alive and well. "Yo all have a great trip back to Orstralia". We will all be a bit sad to leave Charleston. Tomorrow is a six am departure for Beaufort and Savannah, Georgia.

Hope yo all good folk are having a great start to 2014

*The Capriccio and Harmony Crew
Jeff, Jackie, Florian & Glenn*

Photos:

- 1./ Jeff and Jackie amongst snow and ice on Capriccio.
- 2./ Harmony waiting for the swing bridge to open at Norfolk, the start of the ICW
- 3./ Harmony in peaceful surrounds of the ICW
- 4./Harmony followed by Capriccio on the ICW
- 5./ Cheers everyone! Florian with fruit cocktail on NYE



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